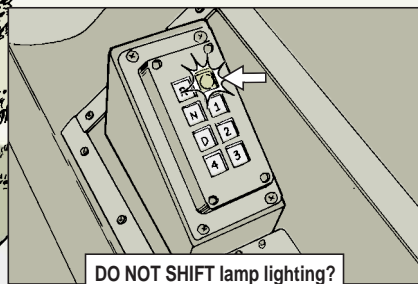


# Transmission Won't Shift?

Operators of some PLS tractors are reporting problems with transmission DO NOT SHIFT lights or transmissions that won't shift. Alternator voltage peaks are a possible cause.

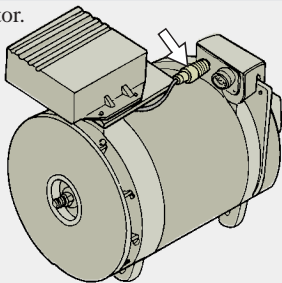


DO NOT SHIFT lamp lighting?

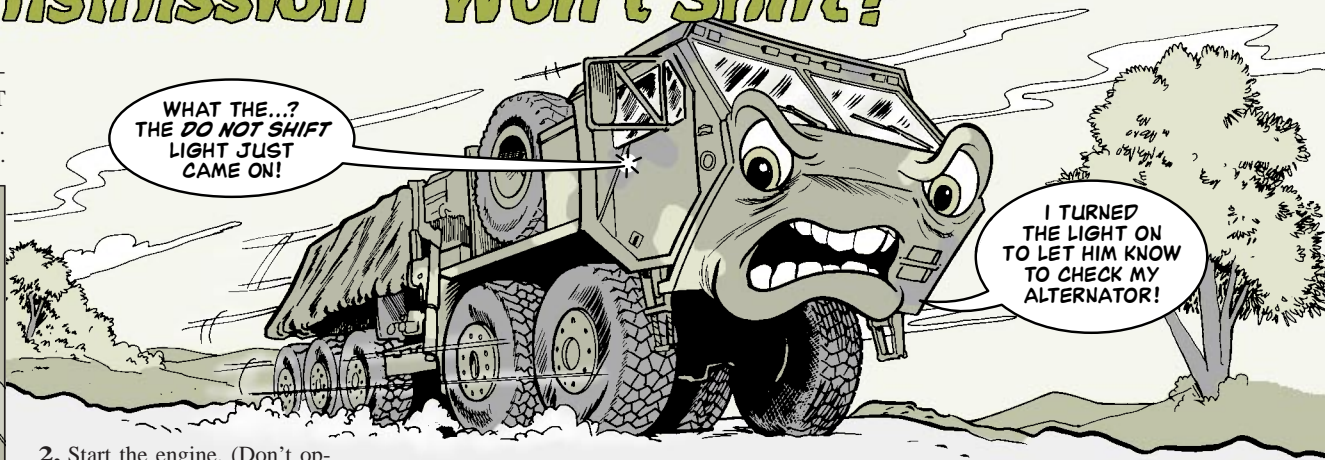
Some PLS tractors, built between Aug 97 and Jun 99 with serial numbers 63479 through 66375, are experiencing voltage peaks on the 200-amp alternator. The peaks show up as DO NOT SHIFT lights on the dashboard, or even as a transmission that won't shift after the engine is started.

Here's an easy check mechanics can use to determine if the alternator is the problem:

**1.** Disconnect the electrical connector from the voltage regulator mounted on the alternator.



Disconnect regulator connector from alternator



**2.** Start the engine. (Don't operate the truck for too long with the regulator disconnected or you'll run down the battery.)

**3.** Check to see if the DO NOT SHIFT light goes out. If it does, the alternator is the problem and there's a capacitor installation kit available to fix it.

Contact the Oshkosh Truck Defense Service Department, (800) 235-9151, Ext 2681, to get the free kit.

All tractors with 200-amp alternators installed after Jun 99 and with serial numbers 66376 and higher have the capacitor already installed. The alternators have serial numbers 318 and higher.

If the DO NOT SHIFT light stays on when the truck is started with the voltage regulator disconnected, the alternator is not the problem.

Continue to troubleshoot.

## HEMTT Tankers ...

### Check for V5 Valve Interference

Next time you mechanics have the right-side access cover off your M978-series HEMTT tanker, eyeball the V5 flow valve air actuator and the 90° pipe elbow just above it.

If the two components are touching or if you see wear marks on the pipe where they've rubbed against each other, your tanker is NMC until repairs are made.

The rubbing eventually will put a hole in the elbow, creating a fire hazard and spilling fuel on the ground.

Repair procedures to fix this problem, which first surfaced in the early '90s, are in TACOM Safety-of-Use Message (SOU) 94-07. Contact your local TACOM logistics assistance representative for a copy.

If that doesn't work, let Half-Mast know. Give him an address and he'll send a copy by mail.

